



Metro


Los Angeles County
Metropolitan Transportation Authority


One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

July 11, 2018

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON 
CHIEF EXECUTIVE OFFICER

FROM: THERESE MCMILLAN 
CHIEF PLANNING OFFICER

**SUBJECT: QUARTERLY REPORT ON TRANSIT ORIENTED COMMUNITIES
DEMONSTRATION PROGRAM**

ISSUE

At the direction of the CEO, the Joint Development (JD) Department presented the Transit Oriented Communities (TOC) Demonstration Program (the "Program") to the Board in October 2015. The Program identifies changes to the JD process as well as a "TOC Toolkit" to promote a more expansive approach to integrating transit into communities. Seven sites and/or projects were identified to be showcased through the Program, with an additional site added in October 2016, and staff has committed to quarterly progress reports on these demonstration sites. This Board Box is the eleventh and final quarterly progress report, covering April– June 2018. In addition to site specific updates, this report covers additional efforts to promote TOC across various plans, programs and projects.

Within 6 months, staff will present to the Board a TOC Demonstration Program Lessons Learned document along with the TOC Framework Paper that will be included in the Long Range Transportation Plan. Within 18 months staff will complete a TOC Implementation Plan, Performance Metrics, and the first TOC Annual Report.

DISCUSSION

Project Updates

The table included as Attachment A provides a description of each of the Demonstration Program sites/projects and an update on progress between April and June 2018.

TOC Toolkit – Examples

When the Demonstration Program was developed, the "TOC Toolkit" was identified as a means to promote a more expansive approach to integrating transit into communities,

and think holistically about the role of Metro within the communities we serve. As the Program has been implemented, Metro continues to creatively use its resources and programs to make TOC an agency-wide philosophy that spans departments, rather than just a project-by-project approach. The examples below showcase how a transit agency can make TOC a part of its regular work program across departments.

- **TOC Policy Update:** The TOC Policy made significant progress this quarter, with a Town Hall discussing the draft Policy hosted by ACT LA, the draft Policy presented to the Metro Board's Planning and Programming Committee in May, and additional outreach to the Measure M Policy Advisory Committee (PAC), PAC TOC Policy Working Group, and the Technical Advisory Committee (TAC). The final Policy was presented at the June 20th meeting of the Planning and Programming Committee with 17 speakers in favor, and was adopted by the Metro Board on June 28th 2018.
- **Transfers Design Guide:** Staff will present the Transfers Design Guide at the July 19th Operations, Safety and Customer Experience Committee as part of our outreach effort to publicize the document as a resource for audiences outside Metro. The Guide recently received the "Best Practice" Award of Excellence from the APA-LA and aims to improve the rider experience. Almost 2/3^{rds} of Metro customers transfer as part of their transit journey. The document builds upon Metro's First/Last Mile Strategic Plan by helping to address the "complete journey" for riders, and elevates the importance of connectivity for strategic planning efforts, such as the LRTP and NextGen Bus Study. The Guide will serve as a best practices tool for Metro staff, local transit providers, and local jurisdictions to inform corridor planning and the design of stations, bus stops, and street improvements to ensure that transfers are safe, convenient, and comfortable for our riders.
- **ULI Larson Award:** Metro's MATCH (Metro Affordable Transit Connected Housing) Loan Fund was selected as a finalist for the Urban Land Institute's (ULI) Larson Housing Policy Leadership Award. The annual award, provided by ULI's Terwilliger Center for Housing, recognizes innovative ways the public sector is addressing the nation's affordable housing crisis. The winner will be announced during ULI's Fall Conference in Boston, October 8-11, 2018.

NEXT STEPS

With the passage of the TOC Policy, staff will officially end the TOC Demonstration Program. Next steps include development of:

- (1) a TOC Demonstration Program "Lessons Learned" document, to be presented to the Board and published (within 6 months);

- (2) the TOC Long Range Transportation Plan Policy Framework, which will set direction for how TOC is considered across Metro and in particular in long range planning for mobility (within 6 months);
- (3) a TOC Implementation Plan and Performance Metrics (within 18 months); and
- (4) a TOC Annual Report (first one within 18 months, annually thereafter).

For further information, contact Jenna Hornstock, Executive Officer for TOC, at (213) 922-7437 or hornstockj@metro.net

ATTACHMENTS

- A. TOC Demonstration Program – Quarterly Update 11

TOC Demonstration Program
 Quarterly Update 10: April – June 2018

PROJECT SITE / PROGRAM	APR –JUNE 2018 UPDATE
<p>Golden State Specific Plan</p>	
<p>In Round 2 of the TOD Planning Grant program, Metro funded a joint study by the City of Burbank and the Burbank, Glendale, Pasadena Airport Authority to evaluate development opportunities and related TOD planning requirements as part of a federally funded airport ground access study. The LinkBurbank study identified opportunities for transit and transportation improvements as well as opportunities for TOD that takes advantage of proximity to Metrolink, Amtrak, Airport, and Metro bus service.</p> <p>Upon completion of the study, the City of Burbank was awarded a Round 4 TOD Planning Grant to create a new Specific Plan (Golden State Specific Plan) that will implement the recommendations in the study. In addition, the City of Burbank participated in Eco District training in Portland, Oregon that will advance the sustainable priorities for the station area and was awarded \$800,000 of station area planning funds from the California High Speed Rail Authority to coordinate and integrate all planning efforts around the future HSR station in Burbank.</p>	<p>The City initiated several business and community stakeholder meetings and interviews which has informed staff’s consideration of a mix of land uses in the district’s specific plan. These land uses are targeted to improve housing, dining and commute options and pedestrian safety. The information collected will be used to develop conceptual frameworks for three alternative approaches to urban design, land use, and transportation.</p>
<p>Crenshaw/LAX Line</p>	
<p>Includes 3 station sites currently in construction:</p> <p>(1) <i>Expo/Crenshaw</i>: This Metro Joint Development opportunity includes two sites at the intersection of the Expo and Crenshaw Lines: a County-owned Probation Department facility on the southwest corner of Exposition and Crenshaw and a Metro-owned site on the southeast corner adjacent to the under-construction District Square project, a regional shopping center. The County of LA will vacate the Probation Department facility to allow both sites to be developed as part of a single proposal.</p> <p>(2) <i>Leimert Park Station</i>: The City of LA owns two surface parking lots adjacent to the Leimert Park station. Metro is working with the City to coordinate on planning and outreach and any potential partnerships in support of the</p>	<p>In late 2017/early 2018, the Metro Board of Directors and the L.A. County Board of Supervisors approved entering into a six-month Short Term Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies for joint development of Metro and County-owned parcels at the Expo/Crenshaw Station. Under the Short Term ENA, Watt was required to perform community outreach and refine the project as necessary, and to enter into a Letter of Intent (LOI) with a community-based organization for its participation in the development of the project. In March 2018, Watt and West</p>



development of these sites and to maximize transit integration.

(3) *Fairview Heights Station*: The County will vacate a Department of Public Social Services facility adjacent to the Station and Metro will oversee joint development planning for the site. Metro provided a TOD Planning Grant to the City of Inglewood to create transit overlay zone for this station area and is also coordinating with the City to create a strong pedestrian connection between the Station and surrounding community including opportunities for public open space.

Angeles Community Development Corporation executed an LOI. Four community meetings were held in March and April that attracted over 300 participants. Based on the input from the workshops, Watt has refined the project to include additional affordable housing units. Metro and County staff will to return their respective Boards in July 2018 to recommend entering into a full-term ENA with Watt. If the full-term ENA is approved, Watt will continue to solicit community input to refine the project, advance project design, begin the environmental clearance/entitlement process, and pursue financing.

On November 14, 2017, the Los Angeles County Board of Supervisors authorized execution of an Exclusive Negotiation Agreement (ENA) with LINC-CORE Fairview Metro, L.P., a partnership between LINC Housing and National CORE, to construct a residential and commercial development on County-owned property in the City of Inglewood adjacent to the Fairview Heights Station. The developer has begun to hold community meetings to solicit stakeholder input on the proposed project.

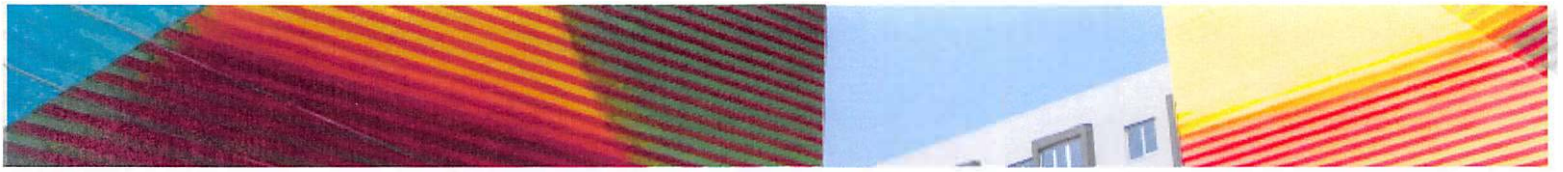
Duarte Station

With funds from Round 1 of the TOD Planning Grant, the City of Duarte created and adopted the Gold Line Station Area Development Specific Plan. Included in the station area is the City of Hope, a major employment center interested in expansion.

One of the opportunity sites identified in that plan is a Metro parcel that is used for transit parking. The City of Duarte has had preliminary discussions with neighboring property owners regarding their interest in selling and/or redeveloping their properties. Metro will work with the City to identify opportunities to potentially partner with adjacent property owners to create development opportunities.

As reported in January 2018, there is no further action on this item. The last report is below.

The City of Duarte has received the updated financial study, understands Metro's goal for development of the site, and is in discussions with interested developers. At this time there is no further action for Metro to take.



El Monte Station

Completed in 2012, the state-of-the-art El Monte Station is the largest regional bus station of its kind on the west coast serving approximately 18,000 patrons daily. The El Monte Gateway Specific Plan envisions a vibrant, mixed-use urban activity center around the Station connecting to the City's downtown commercial core.

Metro and Caltrans own a significant amount of land currently used as Station-supporting park-and-ride lots. Working with public sector partners, including Caltrans and the City, Metro intends to solicit developer interest in transit-oriented infill development to complement existing transit infrastructure at the site.

Agency-wide, there is a coordinated effort to implement multi-modal public investments and studies in bus infrastructure, transit parking, active transportation improvements, and regional rail station relocation with existing and future transit oriented development opportunities.

- Metro will publish a Request for Proposals (RFP) to solicit interest in development at El Monte in late 2018. Any development that would occupy current park-and-ride lots would need to replace sufficient transit parking to meet demand. The RFP will request a vision for the site rather than a specific site plan so that Metro and the selected developer can work together to design a development that will accommodate the existing Metro uses and other site requirements.
- Metro has finalized a scope of work for an urban design consultant to complete site planning studies and development opportunity analyses. These analyses would occur concurrently with the development team selected through the RFP. A notice to proceed is expected to be issued in late 2018.
- The Parking Management Pilot Program Phase 2 program was implemented at El Monte Station in August 2017. Staff has concluded that parking is now being effectively managed at this location and the program has not had an adverse impact on ridership.
- Metro continues to coordinate with City of El Monte staff on scoping and implementation of projects funded by Metro ExpressLanes and Call for Projects grants to improve connectivity to the Station.
- Metro's sustainability department will include El Monte as a potential site for solar panels in a Power Purchase Agreement solicitation to be released later this year.

North Hollywood Station

The North Hollywood (NoHo) Station is a major transit hub in the San Fernando Valley, with over 24,000 daily boardings.

- Ongoing project scoping and work on finalizing the approach to the Transit



Metro owns 15.6 acres that include the termini of the Red Line subway and the Orange Line bus rapid transit, along with 957 transit parking spaces. At the heart of the rapidly developing NoHo Arts District, the site has the potential to be a transformative center for the area and an iconic example of the TOC approach to development. The JD Program began a two-phased competitive solicitation process for the site in March 2015 and completed Development Guidelines and released an RFP in December 2015. In May 2017, the Metro Board authorized an Exclusive Negotiation Agreement with Trammell Crow Company (TCLA) and Greenland USA to pursue joint development of Metro’s property at the North Hollywood station. Over the course of preliminary negotiations, one developer partner, Greenland USA, determined that they were no longer able to participate in the development partnership and assigned their rights to Trammell Crow Company.

- Center
- The project will include more than 1300 to 1500 residential units (20% of which will be affordable units), approximately 100,000 square feet of retail, and between 300,000 and 400,000 square feet of office.
 - Over the next year, the Developer and Metro staff will seek community input on a schematic design for the development project.
 - Environmental clearance and entitlement work is expected to start in Spring 2019.

Connect US Action Plan

Concurrent with the Union Station Master Plan, and in response to feedback from stakeholders, Metro partnered with SCAG and the City of Los Angeles to develop the Connect US Action Plan. Connect US is a community-driven public improvement plan that identifies and prioritizes bicycle and pedestrian linkages connecting Union Station and the Regional Connector 1st and Central Station and the surrounding cultural and historic communities. The final plan offers a vision for a network of improvements that link housing, employment and tourist destinations to the regional transit hub, broken down into 15 projects.

Metro is taking the lead on implementation of select projects, in close partnership with the City of Los Angeles and other local jurisdictions/agencies, including Caltrans and El Pueblo State Historic Park, as well as community partners. Implementation is focused on (1) adoption of the Connect US Plan through the Department of City Planning and (2) identifying and securing funding for implementation of projects.

- Los Angeles Union Station Forecourt and Esplanade Improvements
- Ongoing NEPA coordination with Caltrans on the Alameda Esplanade and Los Angeles Crossing.
 - Addendum to the Final EIR was prepared to advance geotech/utility investigations, increase depth of excavation, and consolidate bus stops on Alameda Street.
 - Focus group, community design workshop and pop-up events were held in May to reengage stakeholders on project design.
 - Interagency coordination initiated with the City of Los Angeles departments in May and June.

- Eastside Access/1st & Central
- Further defining 65% level design and undergoing City of Los Angeles departmental review.
 - Community meeting held with Little Tokyo in June.
 - Ongoing coordination with Office of Councilmember Jose Huizar and Mayor



	Garcetti on project design.
--	-----------------------------

Willowbrook/Rosa Parks Station Improvement Project

Metro is embarking on a major reinvestment in the Willowbrook/Rosa Parks Station, Metro’s 4th busiest regional hub that connects the Metro Blue and Green Lines with numerous Metro and municipal bus lines and community shuttles. The Project is being completed in partnership with the Community Development Commission of Los Angeles County, which is contributing a portion of the adjacent shopping center land to the Project.

Metro’s investment in this Station leverages ongoing public and private investments in the area to revitalize this economically distressed community. The Station improvements are complementary to the County’s Willowbrook TOD Specific Plan (funded in Round 3 of the TOD Planning Grant Program) and streetscape improvement plans to enhance pedestrian and bicycle connections between the Station and the surrounding area, including the nearby Martin Luther King, Jr. Medical Center Campus and other medical, educational and cultural assets in the community which are experiencing a renaissance.

- Preliminary utility work is underway on the site in order to get a head start on the major construction effort.
- Construction on the main portion of the project will begin in September 2018 and is estimated to be complete by the end of 2020.



<p>Wardlow Station</p> <p>On May 26, 2016, the Metro Board adopted a motion directing staff to pursue various studies relating to the safety and state of good repair of the Blue Line Wardlow Station in the City of Long Beach. The motion also directed inclusion of the Wardlow Station in the TOC Demonstration Program.</p> <p>A cross-departmental team of Metro staff, including Engineering and Construction, Transit Corridor Planning, First/Last Mile and Joint Development met with City of Long Beach (LB) and Long Beach transit staff in August 2016. This meeting identified traffic impacts, first last mile connections, biking and pedestrian improvements and redevelopment of neighboring properties as key priorities.</p>	<ul style="list-style-type: none">• Metro consultants completed a feasibility study to advise the City of Long Beach on opportunities to reposition privately owned properties surrounding the station. The final report was delivered to City of Long Beach staff in December 2017 and no further action will be taken.